

Michigan Department of Transportation

State Transportation Commission

April 29, 2004

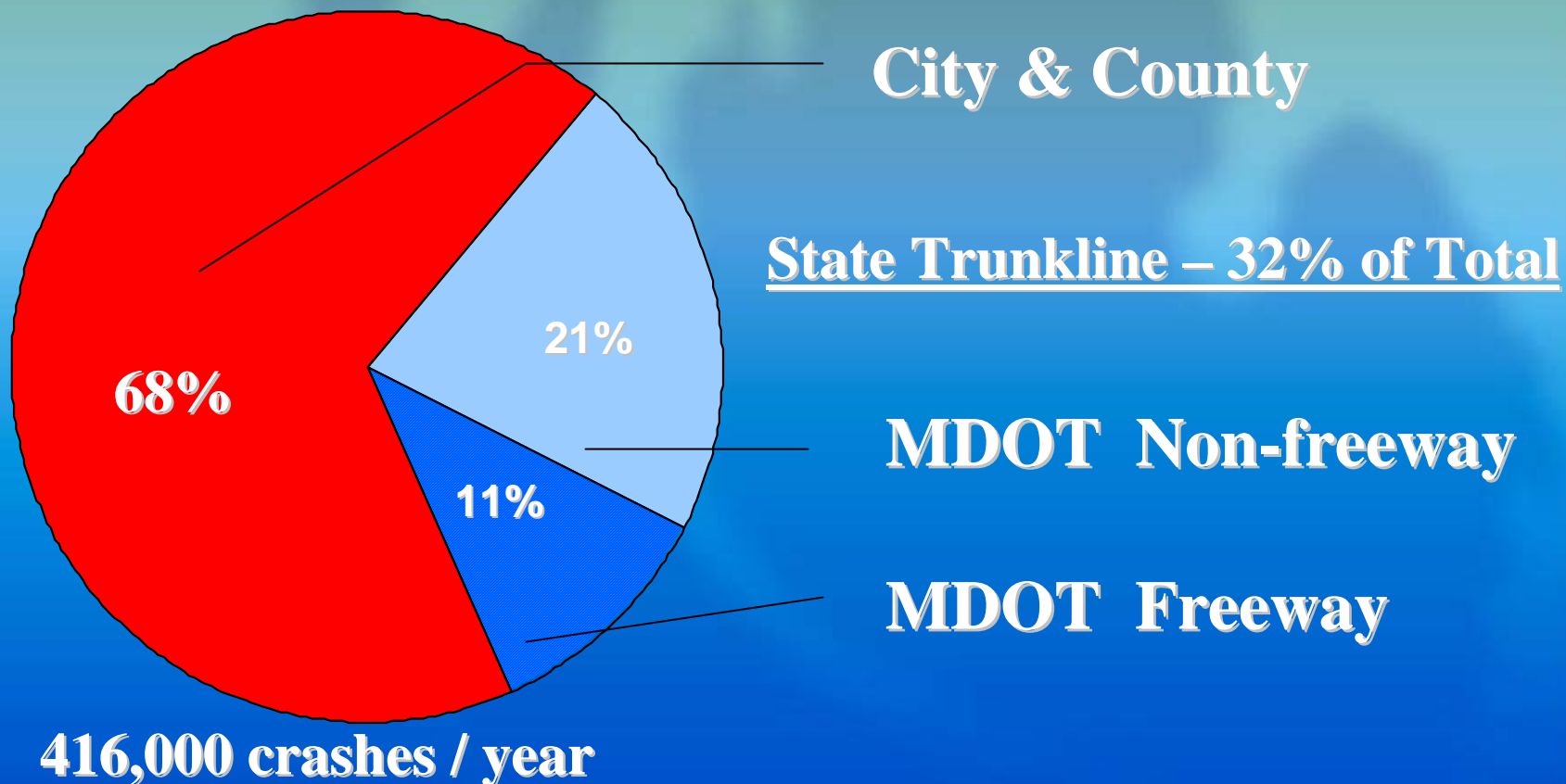


Overview of Presentation

- **Transportation Safety Focus Areas**
- **MDOT Safety Goal**
- **Work Zone Safety**
- **Reauthorization Update**



Michigan Traffic Crashes:



AASHTO Safety Goal

1.5 Fatalities per 100 million VMT, 2002
(Michigan Fatalities – 1.3 per 100 million VMT)

Reduce to

1.0 Fatality per 100 million VMT by 2008
(Save 350 lives per year in Michigan)

April 2004 – Governor's Traffic Safety Advisory Commission
ADOPTED THIS AS MICHIGAN'S GOAL!

Transportation Safety Focus Areas

- **Crash Data Improvement**
- **Intersection Safety (30% fatal crashes)**
- **Roadway Departure (48% fatal crashes)**
- **Traffic Signal Timing (7 year cycle) and Modernization (15 year cycle)**
- **Geometrics/Hazard Elimination**
- **Young/Elder Driver Groups**
- **Highway Work Zones**
- **ITS Strategic Plan**



ITS Strategic Plan

INTELLIGENT TRANSPORTATION SYSTEMS –

The integrated application of advanced information, electronic, communication and other technologies to enable safe and efficient transportation operations

Examples –

IVI → Intelligent Vehicle Initiative

VII → Vehicle Infrastructure Integration

CPR → Crash Process Redesign Project



Crash Data Improvement

- Crash Process Redesign Project
 - Reduce fatal and injury accidents
 - Improve data quality
 - Improve timeliness
 - Improve decision making



Intersection Safety Action Plan

Developed by GTSAC



Intersection Safety Action Plan

- MDOT has set aside \$1M in 2004 to fund local agency intersection safety projects
- Plan will give guidance to local agencies (*available on MDOT's Traffic and Safety Web site*)
- Use of Roundabouts being evaluated



Roadway Departure Initiatives

Shoulder Rumble Strips

- 48% fatal crashes – roadway departure
- Rumble Strips provide early warning or “wake up”
- Reduces drift-off crashes by 40%



Roadway Departure Initiatives

Painting the Rumbles

No additional
cost when done
in conjunction
with rumble
strip



Grand Region Pilot Project

Roadway Departure Initiatives

Painting the Rumbles

Wet, night time reflectivity

MSU/MDOT Research Project

Roadway Departure Initiatives

Center Rumble Strips



Reduce
cross-over,
head-on
crashes

Improve
night-time
visibility of
centerline

M-13
Bay County
2002

Roadway Departure Initiatives

Forgiving Roadside Hardware

Crash-Safe Guard Rail Endings



Traffic Signal Improvements

- 12" signal lens and improved placement
- Retiming (7-year cycle)
- Add turn lane
- Add turn phase
- Signal positioning



Highway Work Zones

- Nationwide, 80% of fatalities in work zones are drivers and their passengers
- In 2002, 17 people were killed in Michigan Work Zones
- In addition, 6,620 crashes and 1,726 injuries



Workzone Safety: Keeping Workers and Motorists Safe



National Work Zone Memorial



Give 'em a Brake



Federal Reauthorization Update



Reauthorization Proposals

	Bush Administration (SAFETEA)	House Proposal (HR 3550)	Senate Proposal (SB 1072)
National Six-Year Investment (contract authority)	\$251 b	\$283 b	\$318 b
Highways (Six-Year Obligation Limitation)	\$202 b	\$216 b	\$233 b
Transit	\$ 43.6 b	\$ 51.5 b	\$ 56.5 b
Michigan Six-Year Highway Investment	\$5.25 b	\$6.17.b	\$7.4 b
Comparison to TEA21 (Michigan rec'd \$5.5 b)	down \$250 m	up \$670 m	up \$1.9 b
Michigan Six-Year Transit Investment	\$606 m	\$627 m	\$656 m
Comparison to TEA21 (Michigan rec'd \$439 m)	up \$167 m	up \$188 m	up \$217 m

Comparison with Five Year Transportation Program

Annual Averages	Bush Administration (SAFETEA)	House Proposal (HR 3550)	Senate Proposal (SB 1072)
Federal Highway Funding for Michigan	\$875 million	\$1.03 billion	\$1.23 billion
MDOT's Federal Share	\$656 million	\$773 million	\$923 million
Compared to 5 Year Program Federal Aid Projection (\$706 million)	down \$50 million	up \$67 million	up \$217 million

A Closer Look at the Numbers

For Michigan	Estimated 6 year Highway Apportionments	Actual (TEA21) or Estimated 6 year Funding, including earmarks	Actual (TEA21) or Estimated 1 year Highway Apportionment
TEA21		\$ 5.5 b	\$ 916 m
House	\$5.9 b	\$ 6.1 b	\$ 1,030 m
Senate	\$ 7.6 b	\$ 7.4 b	\$ 1,233 m

Key Senate-House Differences

- Senate bill raises from 90.5% to 95% the minimum guarantee states would get back in formula funding for every dollar they put into the Highway Trust Fund
- House bill has a “re-opener” clause that would revisit the equity issue in 2005
- Senate bill maintains roughly 93% of the portion of highway money that is subject to the minimum guarantee
- House bill reduces that to 84%



What This Means For Michigan

- TEA-LU's numerous Core Program restrictions may actually provide as much as 17% less funding for core programs needed to meet Michigan highway goals
- S 1072 will provide Michigan an estimated \$1.5 billion more in core program funds than TEA-LU



What's Next?

- The two bills go to conference committee
 - No conference committee meetings yet
 - TEA21 Conference took about 10 weeks
- Current extension sunsets April 30, 2004
 - Another short term extension is likely
 - Probably to the end of June
 - Possibly until after the November election



Impact on Local Agencies

If we don't get an extension, MDOT can finish FY'04 program with bonding, but local agencies could find themselves running out of money



Michigan Department of Transportation

Questions?

